

THE BARRE DAILY TIMES

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Frank E. Langley, Publisher.

The average daily circulation of the Barre Daily Times for the week ending Saturday was

5,605

copies, the largest paid circulation of any daily paper in this section.

Congress is both wound up and run down.

It rained again in New York yesterday—bullets.

The drama "East Lynne" is now succeeded by just "Lynn."

Cornell continues to give instruction in rowing to the primary class.

The honorary degree of A. M., which Harvard will give J. Pierpont Morgan, does not stand for Avaricious Man.

The second district Republican convention in Montpelier on Wednesday will be a mere ripple to the swash of the state convention on the day following.

Newspaper enterprise has reached that stage in Boston that a newspaper published the picture of the woman who screamed when one of the Lynn bandits hove in sight.

It certainly will be a grave blunder if Porter Charlton, confessed slayer of his wife in Como, Italy, is not taken back to Italy to stand trial on the charge of murder. The mere fact that he succeeded in getting back to his own country, the United States, should not stand in the way of the administration of justice, whether that administration should result in acquittal or conviction.

Birthdays presents of Vermont mountain peaks are to be commended when the acceptance is made with the promise of forest preservation, as promised in the case of ex-Governor Fletcher D. Proctor's gift of Mt. Pike to his son, Merriam K. Price. Unfortunately, there aren't a great many mountain peaks to be given away in Vermont and few people in a position to give them away. Yet there is one promise, that of Joseph Battell, who has offered the summit of Mount Mansfield to the state of Vermont under certain conditions. The state of Vermont ought to take this matter up, as The Times has recently stated, ere the promise lapses.

CITY LAWLESSNESS.

A short time ago, a metropolitan newspaper was prating about the lawlessness of the "back towns" of New England, which permitted desperadoes to carry on their nefarious work practically unmolested. Unfortunately for the contemporary's comparison between the measure of safety in the "back towns" and the city streets, several incidents have come up in congested cities just at this time, including the attempted murder of a policeman in Boston by a mob, when the officer was attempting to arrest a man for intoxication, continuing with one of the most dastardly hold-ups and murders right in the heart of the city of Lynn, Mass., and culminating yesterday in another Chinese war right in the streets of New York City. The contemporary's conclusions about the prevalence of lawlessness in the back towns of New England, as compared with the safety of the cities, are thus knocked somewhat awry.

VERMONT'S FEELING TOWARD TAFT.

The close of Congress finds President Taft raised considerably in the estimation of the people of the country, because of the tactfulness with which he has dealt with the legislative branch of the government. At the same time, he has exercised considerable forcefulness in getting measures favorably acted upon. Some of the things done by Congress in the work of carrying out the Republican party platform are thus outlined by the New York Sun:—

"The railroad bill, extending the regulative power of the government over common carriers by rail."

"The establishment of postal savings banks."

"The creation of a commission to inquire into stock and bond issues of railroads, with a view to ascertaining if they have been watered or not and recommending remedial legislation to Congress."

"The creation of a bureau of mines and mining, with an appropriation of \$500,000 for its administration."

"Admission of Arizona and New Mexico into the union as states."

"Authority granted to the president to withdraw certain classes of public lands from entry in pursuance of the national reclamation policy."

"Increase in the navy by construction of two first-class battleships, four torpedo boats and other craft."

President Taft is to be given part credit for carrying out that much of the party platform. Moreover, he and Congress shake hands at the present time, without any rancor in their hearts. Even the so-called "progressives" of the majority party feel little or no ill will toward the president, and Congress will come back into session next fall ready to take up the work without animosity between the execu-



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and legislative branches. So Vermont Republicans, at their sessions this week, can be expected to give their endorsement to President Taft, feeling confident that he has made possible a considerable amount of progress.

AN OLD FAILURE RECALLED.

The Failure of the Central Vermont to Grasp Its Best Opportunities.

A very interesting document is a pamphlet, printed 65 years ago, setting forth the claims of Montpelier, Barre and the Williamstown Gulf for the main line of the Central Vermont railroad when the railroad officials were being importuned to continue southward to White River by the above route and also by the Northfield and Roxbury route. The pamphlet is the property of Miss Blanche J. Eldon, and she intends to place it in the Aldrich library to add to the collection of documents and data relating to the history of Barre.

The arguments in which the committee, G. W. Collier, Leonard Keith and Walter Burnham, advanced in 1845 in favor of a route through Williamstown Gulf have been largely substantiated. The committee start by comparing the grades of the two proposed routes, saying that on the Williamstown Gulf route there is no such grade as that of 50 feet per mile as on the Northfield route "from a corner of Granville to the summit in Roxbury."

That the Gulf route is shorter by many miles, 24½ to be exact, they assert, the Gulf route from the State House in Montpelier to White River being 37.79 miles and by the other way 43.34 miles. Again, the term of subscription to the stock of the Vermont Central railroad, says the committee, "requires the road to pass via Montpelier." It continues: "This regulation cannot be complied with unless the Gulf route be adopted." How the railroad really got around this requirement is now appreciated by the war track, which runs into Montpelier.

The Gulf route country "is richer than the other, has more inhabitants, and would yield much more business," argues the committee. The population of the Northfield route in 1845 was given as 4,874, while on the Gulf route it was 5,835; without counting Montpelier.

The grand list of the Northfield route was \$9,108.06 and of the Gulf route \$10,015.20, without counting Montpelier.

In concluding their arguments the committee refers to the business of the Gulf route, particularly with reference to Barre, as follows:

"Twine's splendid flouring mill, in Barre, was built with a view of its being supplied with wheat from Burlington. It will require 400 tons of wheat per year. His furnace, at the same place, supplies castings to the amount of 150 tons a year, to various parts of the country. There are two other furnaces in this route, and four starch factories, supplying 240 tons of starch annually. In Barre is a superior and inexhaustible quarry of granite, of which the State House is constructed. Granite is a rare article in Vermont. More than 600 tons of this stone are now carried away from the quarry by teams, 100 tons of which are transported to Burlington, a distance of 46 miles.

"There are numerous beds of lime of immense extent in Williamstown and Brookfield, one of which, in Williamstown, is extensively worked."

"In the above statement we have not mentioned the country east and northeast of the Gulf route. Should the road be built through the Gulf, much of the business of this section would be transported in the cars; otherwise its natural outlet is Connecticut river. The report of a civil engineer detailing the probable cost of the Gulf route accompanies the committee's report."

The failure of the report to influence the Central Vermont, or the Vermont Central, as it was in those days, is too painful history for Barre people and others on the Gulf route to need recalling at this time. However, it is interesting to see how prophetic G. W. Collier, Leonard Keith and Walter Burnham were back 65 years ago.

Can You Prove

That you support your family by your own efforts? If you can, how will they be supported in event of your death? Life insurance solves the problem and assumes the responsibility. National Life Insurance Co., Montpelier, Vt. (Incorporated in New York.)

S. S. Falford, General Agent, Montpelier, Vt.; N. B. Ballard, local agent, Barre, Vt. (Mutual.)

ASKING FOR HER

By OSCAR COX

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The first view I ever had of Farmer Hodges' daughter Lucy she was wading a stream. Her shoes and stockings she held in her hands and lifted her skirts to her knees. Her hair had fallen down her back, and her straw hat hung from her neck over the hair. She was as pretty a piece of human flesh as I ever saw. I fell in love with her right away and, luckily for me, didn't have much trouble getting her consent to ask her father to give her to me.

The old man owned a stock farm. Among the animals on it was a bay filly, pretty as a picture, that I very much wanted. That was at the same time I wanted his daughter. He set great store by Lucy, and I knew that it would break him all up to lose her. It's no fool of a job to go to a man and ask him to give up the girl he's raised from babyhood, and I didn't have any fancy for it. I rehearsed all I would say to Farmer Hodges. I would introduce the subject by asking if he would sell the bay filly, promise her to the skies, then offer him a big price for her. This would put him in a good humor, taking advantage of which I would ask him for Lucy.

I parted from Lucy at 10 o'clock on a moonlight night at the gate, it being arranged that I should go up the next evening after supper when her father was smoking his pipe on the porch and then there put in my application. I didn't say anything to Lucy as to my intentions with regard to opening the subject, for when we separated I hadn't thought anything about that. I just told her I was going to brace up and ask for her.

It was a hot evening when I called, and the farmer, instead of sitting on the porch, had put his rocker on the grass before it, where he could get more air. He asked me to have a chair that stood beside him, and I sat down for the hardest job of work I ever did in my life.

"Sellin' much stock just now, Mr. Hodges?" I asked.

"Oh, I got rid of a few animals now and then, but I can't say I'm doing very much."

"Reckon I can take one of 'em off your hands if you and I can agree on a price. I've taken a shine to that little bay filly with one white foot and a white spot on her forehead."

"You mean Lucy, I reckon."

"I was speaking of the bay filly," I stammered, suspecting he had forestalled my real object.

"She's Lucy. I've called her after my daughter. She's a rattin' fine animal."

"You bet," I hastened to chime in return.

"Kind and gentle as a sucking dove, no mean tricks about her, easy going, obedient to the reins—in fact, she's the best little girl I've got on the place."

"That's just the disposition I want. I wouldn't like any balking or kicking or anything like that. I don't believe in using the whip, but if there's anything vicious I think it ought to be laid on well."

"I wouldn't mind puttin' her through her paces to show you what she can do."

"Oh, it isn't necessary. I've seen her going. She's mighty well put up too. What do you want for her?"

At that moment, looking up, I saw Lucy herself—the real Lucy—at the window. Her father's back was toward her, so he couldn't see her. I faced her. She wore a very peculiar expression. Indeed, she looked mad enough to bite through a nail. What had occasioned this alteration in her since the last time I had seen her I couldn't for my life imagine. Her apportion threw me completely out of my reckoning.

"If you want Lucy," the farmer replied, with the deliberate twang of one selling a horse, "you can have her to try. If you like her you can keep her on any terms satisfactory to you. If you don't like her you can turn her back on me."

How much of this my love heard I didn't know, for before it was finished she ducked.

"You'll have to excuse me just now," continued the old man. "There comes a man to make a dicker for some of my racin' stock. Do as you please about Lucy."

It was a terrible disappointment to get no further in the matter, or, rather, not to get to the real object of my visit, but a man came in at the gate and the farmer went to meet him. I looked up at the window where my girl had appeared, but she was not there. I waited till there was nobody about, when she came down and, marching right past me, made for the road. I followed and called to her:

"Lucy! For heaven's sake what's the matter?"

"What do you mean by talking so about me?"

"About you?"

"Yes, I heard you. So you're going to apply the whip, are you? Not on me."

"But, Lucy?"

"And father! What has come over him? To think of his saying that if you don't like me you can turn me back on him!"

I burst out laughing. Catching her by the waist, I kissed away her tears that were trickling down her cheeks. Then I explained the matter to her and the next day asked for a woman, not a horse.

John E. Carroll, the promoter of a carbon gas engine, was arrested at Boston by federal officials, charged with using the mails to defraud. The special charge against Carroll is negotiating for the sale of \$75,000 worth of gas engine stock to H. F. Pillsbury of Boston.

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TORTURE MACHINES.

Curious Instruments That Were Used in the Middle Ages.

In an old tower in Nuremberg there is a room set apart especially for the preservation of the curious instruments of torture used during the uncertain period historically referred to as the middle ages.

In that room you can see thumb-screws of the most approved pattern closely arranged along shelves filled with "lar helmets" and "bridles" for punishing women. One horrid relic, called the "spike wheel," is a heavy cylinder on one side of which stand out two or more scores of sharp iron spikes. In days of old when an offender had been sentenced to undergo a "rolling" he was stripped naked and firmly bound on a plank, face down. In this position the "spike wheel" was slowly dragged up and down his back, the number of times depending upon the gravity of the crime and the wording of the sentence.

In several instances the poor victims were prodded so full of holes that they died before they could be removed from the plank. When death was intended the number of "rolls" was not specified, but double length spikes, heated red hot, were put in the surface of the cylinder. This mode of carrying out capital punishment was hardly as expeditious as the guillotine, but it was equally certain.

Chinese Business Honesty.

With due respect for others, the Chinaman is perhaps the most honorable and upright business man in the world today. His business principles are founded entirely upon honesty, and he adheres to the policy with the insistence of a leech. The chase after dollars stops if he has to resort to low tricks to get them. Of course a little thing like telling a falsehood occasionally does not bother him so much, but when it comes to plotting and scheming to defraud some one the task becomes distasteful. The equal of the Japanese in initiative and foresight, he is much richer superior when integrity is concerned. A Japanese does not think twice before deciding to get the best of you. He calculates that you are liable to change your mind or get out of reach if he indulges in a little mental debate as to the propriety of cheating you.—Bookkeeper.

Mourning Colors.

Intending to symbolize the gloom of night, "when all men sleep," black is the color of mourning all over Europe. In Persia pale brown materials are worn for mourning, the color of withered leaves. Both sorrow and hope are expressed to the south sea islander in black and white stripes, while in Ethiopia the mourning color is grayish brown, which represents "the earth to which all men shall return." Purple and violet have been the mourning colors for cardinals and kings of France, and white is worn to express grief in China. In Syria and Armenia sky blue is worn at the death of a relative and is intended to express the belief that the deceased has gone to heaven. In Egypt and Burma yellow is worn, to symbolize the serene and yellow leaf-London Answers.

Wet Weather and Camels.

Camels are very sensitive to moisture. In the region of tropical rains they are usually absent, and if they come into such with caravans the results of the rainy season are greatly feared. The great humidity of the air explains the absence of the camel from the northern slopes of the Atlas and from well wooded Abyssinia. This sensitiveness expresses itself in the character of different races. The finest, most noble looking camels, with short silk-like hair, are found in the interior of deserts, as in the Taureg region in north Africa, and they cannot be used for journeys in moist regions. Even in Fezzan, south of Tripoli, the animals are shorter and fatter, with long coarse hair, and in Nile lands and on coasts it is the same. These animals, too, are less serviceable as regards speed and endurance.

Singer and Orator.

"If I had my way," Dr. Macnamara once confessed to an interviewer, "I should be singing in 'Carmen' instead of making speeches from the rostrum bench, but unfortunately the British public thinks a great deal more of a man who can make a bad speech than a man who can sing a good song."—Westminster Gazette.

The Time to Save

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Children's Colored Dresses, 50c, 75c, \$1 up.

Children's Straw Bonnets, 25c, 50c up.

Children's Muslin Bonnets, 25c, 29c, 49c up.

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